

Intimations.

DAKIN, CRUICKSHANK &
COMPANY, LIMITED.
VICTORIA DISPENSARY.

McKAY BLEND OLD SCOT'S
WHISKY.

A thoroughly well matured Whisky of first-class
quality.
Per Case\$14.00

PHOTOGRAPHIC GOODS.

JUST TO HAND EX "JAVA."

ILFORD PLATES.
ORDINARY PAPER, EXTRA RAPID.
EASTMAN'S BROMIDE PAPER.
SOLID PAPER.
PHOTOGRAPHIC CHEMICALS
OF ALL KINDS.

DAKIN, CRUICKSHANK & Co., LD.,
VICTORIA DISPENSARY.
Hongkong, 5th January, 1895.

THE HONGKONG DISPENSARY

Has received by the S.S. Sydney and from
other sources the Very Latest Novelties

IN
CHRISTMAS CARDS

AND
NEW YEAR CARDS.

Comprising:

JAPANESE and ENGLISH CARDS, hand-
painted and of Artistic Designs; JAPANESE
VIEWS, VIEWS OF HONGKONG and TYPES
OF NATIVE CHARACTER.

Also,

FURTHER SUPPLIES

Ex S.S. Romby and Canton of

WHOLESALE CONFECTIONERY

AND

DELICIOUS SWEETS.

These Shipments include:-

CADBURRY'S SPECIAL CREMES,
PATE D'APRICOTS, JORDAN ALMONDS,
CARAMELS, PRALINES,
CHOCOLATE, OYSTERS,
DESSERT CHOCOLATE,
BUTTER SCOTCH, ALMOND ROCK,
EVERTON TOFFEE, ASSORTED TOFFEE,
FRY'S CHOCOLATES,
MIXED BONBONS, NOUGAT,
TANGERINE, BISBURTS,
ORANGE PASTE, ROLLS,
&c., &c., &c.

together with

FANCY BOXES,

which are very suitable for Seasonable Presents

for LADIES and CHILDREN.

AND

FRENCH CONFECTIONERY

AND

CONSERVES,

from the very best Parisian Houses including:-

FRUIT JELLIES, PARISIENS,

CRYSTALLISED APRICOTS, CHERRIES,

GREENGAGES, &c.,

In large Assortment.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,

Hongkong, 17th November, 1894.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG

TELEGRAPH" ARE MOST RESPECTFULLY

REMINDED THAT ALL SUBSCRIPTIONS

MUST BE PAID IN ADVANCE.

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions,

Advertisements, &c., be addressed to the "Manager, Hongkong

Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and

not to individual members of the staff.

Communications intended for publication must be accompanied

by the name and address of the writer, and it is therefore

understood that the Editor does not in any way hold himself responsible for

opinions thus expressed.

TO ADVERTISERS.

Advertisements are requested to forward all notices intended for

insertion in this day's issue not later than Three o'clock so as

not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a

fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any

English newspaper published in the Far East, and it is therefore

the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph's number at the Telephone Central

The Hongkong Telegraph

HONGKONG, FRIDAY, JANUARY 4, 1895.

LEGAL TRADES UNIONISM.

THE Hongkong Telegraph takes the liberty of thinking that the time has arrived when, in Hongkong and all other British colonies, the idiotic force of legal trades-unionism must be summarily abolished. In the legal business in Hongkong we have (with two or three notable exceptions) probably the most amusing collection of third-class idiots the world has ever produced. They can't help it; they were built that way; the Lord, in his infinite wisdom, thought fit to inflict this carping plague of insensate cormorants on a hard-up community that badly needed brains, intellect, common-sense, every attribute that makes a man a useful member of society; and, of course, a very vital mistake was made. But the Hongkong legal authorities earning their living just the same as dustmen, or hod-carriers, or ricksha coolies, or any of the numerous honorable professions by which honest, hard-working men keep starvation from the door in this free port, this *beau ideal* of a British colony. What this journal objects to is that any class of persons should have special privileges, should be permitted to exercise exclusive rights in practising an ordinary trade for the purpose of making money. Why should attorneys and solicitors be permitted to wallow in a remunerative monopoly in serving public requirements that is denied to the journalist, the carpenter, the house-builder, the tailor, and a dozen other useful and absolutely necessary trades? We shall never obtain a satisfactory answer to that question until the unjust, unjustified, inconsistent and generally ridiculous traditions, which have been in existence for many years to the shame and disgrace of our boasted principles of Free Trade, are promptly set aside and in all money-making occupations the principle of *capital employer* prevails. A solicitor, especially one of the Hongkong sort, is almost always a third-class ass—that is as regards mental attributes and a knowledge of the world's affairs—and why he should be permitted to make an exhibition of himself in, say, a Police Court, where the liberty of a subject is at stake, while a man with ten times his worldly experience and fifty times his brain power is rightly barred from opening his lips, is one of those puzzling anomalies for which the glorious British Constitution is so deservedly notorious.

It is scarcely necessary to say that the foregoing remarks have been elicited by the proceedings at the Police Court yesterday, when a member of the staff of the Hongkong Dispensary (A. S. WATSON & Co., Ltd.), a duly qualified chemist, was charged, convicted, and fined for an alleged breach of Ordinance 13 of 1893. The offence charged was for unlawfully furnishing a quantity of morphine to a person not a duly qualified practitioner, chemist, or druggist, etc. As the case is to be re-heard we are, of course, precluded from dealing with it on its merits, but what we wish to bring out is why and on what reasonable grounds Mr. JOHN D. HUMPHREYS, the General Manager of the world-renowned Hongkong Dispensary, was not permitted to advocate the cause of his employee? No doubt the presiding magistrate (Commander HASTINGS) was courtesy itself no doubt he had, if he cared to exercise it, the right to prevent Mr. HUMPHREYS from being heard at all, and it speaks highly for his discretion and mainly idea of fairplay that he permitted so much of what the legal fraternity will regard as an infringement on their assumed prerogatives, and an unwarranted license. Into the merits of the case, and it is one of unusual importance, we cannot enter until the appeal has been heard and decided, but we can and do protest most emphatically against special privileges in the courts of this colony being exclusively conceded to common jobbers whose only qualifications are the observance of some ridiculous regulations contained in 6 and 7 Victoria, and the acquiescence in a lot of equally idiotic provisions in later Acts, and which constitute a monopoly that is in every sense against the spirit and meaning of British law and policy. If a licensed lawyer knows more law or possesses greater skill than the despised layman, he will naturally be retained; but if not, as is frequently the case, why should any British subject be debarred from using his abilities in such a legitimate field of operations as a public court of justice?

TELEGRAMS.

"TAKE AWAY THAT BAUBLE."

LONDON, January 3rd.

The Mikado has conferred the Order of the Chrysanthemum on the Emperor William of Germany in recognition of the services rendered by German officers in teaching the Japanese military science.

RUSSIA.

In a receipt appointing Count Schavloff Governor of Warsaw, the Czar re-affirms that his love of peace is equal to that maintained for so many years by his father.

LATE TELEGRAMS.

CURRENCY REFORM.

WASHINGTON, December 12th.

Mr. Carlisle, Secretary to the Treasury, has presented a bill to the House of Representatives, embodying the currency reform mentioned in President Cleveland's message to Congress.

THE GOVERNMENT WONT BE BOUNCED.

LONDON, December 12th.

Lord Rosebery, addressing a large meeting at Dorchester yesterday, said the Government would not allow the Conservative party to force on an early dissolution of Parliament. Government intend proceeding with the work laid down for next session, after which they would ask the people for a mandate to deal with the question of the veto of the House of Lords.

THE CANADIAN PREMIER.

The Hon. Sir J. S. Thompson, the Canadian Premier, expired suddenly at Windsor after being sworn a Privy Councillor. The cause of death was heart disease. His body has been embalmed and will be conveyed to Canada where the funeral in full state will take place.

GENERAL MEETING AND THE PARIS PRESS.

PARIS, December 13th.

There has been a sensation here owing to the French newspapers having published articles vehemently attacking General Mercier's qualifications to occupy the responsible post of Minister for War. It is alleged in some quarters that General Mercier's removal from the office has already been decided by the President on the ground of incapacity, which is stated, has led to the complete disorganization of the French Army which the Minister's predecessors had so ably reformed.

The Temps regards with satisfaction the eventuality of a friendly understanding between France, Russia, and England as the natural result of the Anglo-Russian rapprochement. That journal warmly commends the efforts made in that direction, especially if they lead to the revival of the *entente cordiale* between Great Britain and France.

TROUBLE IN ITALY.

ROME, December 18th.

The violence prevailing in the Italian Chamber was received with great dissatisfaction, which led to tumultuous scenes in the Italian Chamber. One hundred and fifty deputies are in violent opposition to the Government and accuse the Marquis de Rudini of tampering with the Constitution. There is great excitement throughout Italy.

THE KAISER AND THE SOCIALISTS.

BERLIN, December 19th.

The proposal of the German Ministry to prosecute certain Socialist members of the Reichstag for an alleged insult to the Kaiser has been defeated, despite the strenuous efforts of the ministerial party to secure the adoption of the proposal. The Reichstag has adjourned until January 8th.

CHINA AND JAPAN.

Two Japanese armies are marching on Peking. They have been for the past four months, but they haven't got there yet. — Ed. H. K. Telegraph.

LOCAL AND GENERAL.

THE "Old Volumes" meet to-night at 9 p.m.

A CRICKET match, the Cricket Club v. Navy, will be played on the Public Recreation Ground to-morrow, commencing at 11 a.m.

SUB-LIEUTENANT Robert E. Vaughan, R.N., has been detached for special duty on board the Canadian Pacific Co.'s steamer *Empress of India*.

PARTICULARS of the flight at Cape Caml, which was exhibited for the first time on the 1st inst., will be found in our advertising columns.

MR. H. E. WOODHOUSE, Corner, will open an inquiry into the circumstances attending the death of a Royal Artilleryman, whose body was picked up in the harbour on the 2nd inst., on Tuesday next.

"DO I make myself plain?" asked the angular lecturer on "Woman's Rights," stopping in the middle of her discourse. "You don't have to, mum," replied a voice from the rear, "Providence did that for you long ago."

THE Hongkong Observatory star-gazers report that a very strong moonlight is raging in the China Sea tonight. The Hongkong Telegraph has heard, and truly believes, that Noah's clipper-ship *Arcturion* on the summit of Mount Ararat a few years ago.

THE cost of living in Brisbane should not be great with potatoes under 3s a ton, eggs 6d. a dozen, butter 6d. to 7d. per lb., cheese 4½d. per lb., and good meat 1½d. per lb. Incomes are small in Queensland and the wind has been otherwise tempered to the shorn lamb.

A JOURNALIST is a man who talks about being on a newspaper, but is probably only a stenographer of a kind. A newspaper man is one who is in a newspaper and makes no fuss about it. A farmer is a man who works the soil, and an agriculturalist is a man who works the farmer, while a promoter of public companies is a man who works everybody.

THE British barque *Stanfield*, 650 tons register, now in port, has been purchased by Capt. Wilton of the barque *Kitty* at a figure that is said in shipping circles to be a great bargain. Capt. Clark, of the *Stanfield*, is understood, retiring from the service, to have sold the vessel known as "packet" which he commanded with marked success for upwards of 15 years.

TWO Chinese, named Lau Tai and Lau Tam, were committed for trial at the next Criminal Session by Mr. Woodhouse at the Magistrate's Court for highway robbery on the 18th November, when 10 O'Clock, a gardener, was attacked near Tsim Sha, tied hand and foot and gagged by six robbers (four of whom have been apprehended) who robbed him of \$224 in money and a jade-stone ring valued at \$400. The robbers were also charged with attempting to murder a prisoner from custody.

THE *British* barque *Stanfield*, 650 tons register, now in port, has been purchased by Capt. Wilton of the barque *Kitty* at a figure that is said in shipping circles to be a great bargain. Capt. Clark, of the *Stanfield*, is understood, retiring from the service, to have sold the vessel known as "packet" which he commanded with marked success for upwards of 15 years.

A DUMPER correspondent says the large four-masted ship launched at Dundee some time ago by A. S. Watson & Co. has been sold privately to a Hamburg firm of shipbuilders at the reduced price of £100,000. Since the vessel was launched it has been the subject of much speculation, and it is said that the Hamburg firm has been unable to find a buyer for it at the price of £100,000. The vessel is a four-masted ship, and is said to be a very fine specimen of the class.

MAHOMED Bux, a gunner of the Asiatic Artillery, was sent to goal for six weeks at the Police Court this morning for stealing a cotton curtain from a shop at East Point yesterday. The Magistrate did not give the gallant warrior the option of paying a fine in lieu of going "up."

DURING the past few days the German steamers *Declina* (1514 tons), *Donau* (1093), *Pratte* (655) and *Stalder* (631) have been chartered for the coast trade at \$190, \$65, \$400 and \$450 per annum respectively for considerable terms, in all cases at least six months. Notwithstanding this the demand for handy coasters is still very brisk owing to a remarkable scarcity of suitable vessels.

DESPITE the inclemency of the weather there was a very fair attendance at the D.A.C.'s cosy Bijou Theatre last night, a fact that may be accepted as proof of the show being a really first-class mirth-provoking entertainment. For the matinee, commencing at 4 p.m. to-morrow, a specially attractive programme has been prepared, while for the performance to be given to-night a most amusing bill of fare is to be served on the pretty, well lighted stage.

THAT we have not yet heard the last of the sudden death of Baron de Grandmison, and the sale of a small quantity of morphine to him by one of Messrs. A. S. Watson & Co.'s assistants, is evident from the fact that Mr. Cressy Ewens has arranged for a re-hearing of the charge preferred against H. G. Stevens at the Police Court yesterday. Having "unlawfully" furnished a quantity of morphine to the defendant, a person not a duly qualified practitioner, chemist or druggist, contrary to Ordinance 13 of 1893, and in respect of which the defendant was fined \$5. The re-hearing will commence at 10.30 to-morrow morning.

THE Chinese demand for handy coasters for the Saigon trade has fallen off a good deal during the past fortnight, and is not likely to improve much until after Chinese New Year's Day (26th inst.), subsequent to which festive season chartering on a large scale is likely to ensue with the natural sequence that rates will be considerably higher. As regards the Bux, chartering likewise has not yet commenced, but there are, we understand, numerous enquiries for steamers on time and trip charter, February delivery, while the Siam crop being an exceptionally large one, prospects are distinctly favorable in that direction. The *Donau* has recently been chartered for eight months at \$6,500 per annum on account of Bangkok shippers.

FRANCE has spent over \$400,000,000 on her canals since 1814. The French rivers are navigable for an aggregate of 1,850 miles and connect with 3,000 miles of canals, 2,000 miles of canalized rivers and 66 miles of ship canals, forming a network reaching to every point of the compass. Since the last war with Germany, in spite of the heavy taxation for other purposes, France has spent \$73,000,000 on its canal system. No tolls are charged, except on a few old leased canals, and these are to be sold free as soon as possible. It is the belief of French economists that the national canal investment is worth to the country at least 5 per cent. a year, and it is certain the people of *la belle France* would not part with them for any consideration.

PRETTY Miss Kolyas charged Mrs. Flora Tauber at the Police Court this morning for assaulting her on the 31st December. According to the complaint which she presented at 11.30 p.m. on New Year's eve she went to a Japanese tattooer's house, No. 16, Queen's Road East. The door was open and she went in and saw a defendant there, who asked her what she wanted and told her to "get." Then defendant abused and struck her on the mouth with her fists, and even scratched her pretty face with her ugly nails. The defendant spun a cock-and-bull yarn in defence, and the Magistrate thereupon bound her over in the gigantic sum of \$10 to keep her "docile" off the complainant for thirty days and thirty nights. Hoorah!

THE *Strait Times* understands that "Dr. Brown" will endeavour, if possible, to confer with some of the unofficial members of the Hongkong Legislative Council, with a view to interchange of ideas on the military contribution question. The worthy Doctor need not bother himself as the present unofficial members of the Hongkong Legislative Council are quite devoid of any ideas on military contribution or on any other question outside their own selfish aims; they do not possess the confidence of the public whose interests they are supposed to represent, and they had been men with even a modicum of self-respect they would have resigned a body long ago. The unofficial members of the Hongkong Legislative Council are, and deservedly, the laughingstock of the community.

WORK on the Government dry dock at Port Orchard is being actively prosecuted, and from present indications the dock will be completed nearly a year ahead of contract time, unless some obstacle unexpectedly turns up, says the *Port Townsend Democrat*. About 400 feet of the dock proper is completed and the immense caisson forming the gates will be finished in a few weeks, several months ahead of time and quicker than any similar one has ever been made before. Men are working night and day, there being three shifts of eight hours each. A Thompson machine gun is mounted on the caisson, furnishing twenty light, used during the night. The caisson is completed on the main dock, and it is on the lower end they are cut off level and ready for coupling. Between 200 and 250 men are constantly at work, and the scene at all hours is a busy one. The dock will be 560 feet long, 70 feet at the bottom and 130 feet wide at the coping. It is 42 feet deep and the mean high tide comes within 7 feet of the coping, giving 35 feet depth of water at the gates.

WOMEN who are correctly proportioned and neither too fat nor too lean are few in number. It may not be amiss to give some idea of the correct proportion of the features of the body. The head should be one-seventh of the body; the forehead and chin of equal length; the distance between the eyes, the length of the eye, the distance from the inner angle of the eye to the dividing line of the lips should measure from two and one-quarter to two and one-half inches.

A woman of 5 feet should weigh 110 pounds.
A woman of 5 feet 1 inch should weigh 115 pounds.
A woman of 5 feet 2 inches should weigh 120 pounds.
A woman of 5 feet 3 inches should weigh 127 pounds.
A woman of 5 feet 4 inches should weigh 134 pounds.
A woman of 5 feet 5 inches should weigh 142 pounds.
A woman of 5 feet 6 inches should weigh 149 pounds.
A woman of 5 feet 7 inches should weigh 157 pounds.
A woman of 5 feet 8 inches should weigh 165 pounds.

MUTILATED power's are often amusing. The Frenchman who declared that "it never rains but it pours" was, however, nearer the truth than the Hindu who recently declared that "all ends well that begins well." The Shakespearean version of the latter is decidedly more cautious.

A CHINESE house-cook in the employ of Mr. E. H. Sharp, barrister-at-law, residing at 6, Des Voeux Villa, the Peak, was sentenced to four months' imprisonment by Mr. Woodhouse at the Magistrate's Court this morning, for annexing sundry effects, the property of his lord and master, valued at eight dollars.

FINANCIERS, says the *St. Louis Post Dispatch*, are discussing the advisability of the question of replacing the material of the bank notes and bonds with aluminium, which has at early served the purpose in the manufacture of visiting cards and postal cards. It is stated that coins might be made of the new metal, these coins to be worthless except so far as the guarantee of the bank is concerned in placing a value on them. Henry Bessemer, the great English steel manufacturer, is warmly endorsing the idea, and recommends the making of such bonds which, in the shape of a coin, are exceedingly light, fireproof and difficult to melt, so that they will be free from all the disadvantages possessed by paper money. Bessemer says that he has already perfected a process which prevents counterfeiting such coins, making it more difficult to counterfeit than paper money, for photo-lithography has made it easy to imitate the most skillful design, and the only safeguard is the secret process of making the paper.

MESSES Wm. G. Hale & Co. in their *Circular* dated Saigon, 29th December, 1894, say they are glad to be able to report that owing to seasonable weather coming with the harvest will be a fair average one. The season is a comparatively late one, and it will be fully a month yet before the market is in full swing. The samples of new grain coming to hand are favorably spoken of. As anticipated demand from China, prices have considerably hardened, and our market assumed a brisk and steady tone. Speculators have displayed considerable activity for forward deliveries, and exchange as well as charterers have been concluded ahead for several months to come. Prices, at the close, are well maintained, and, to all appearance, will keep on for some time thus preventing all transaction with Europe. Quotations are:- No. 1 (white milled) \$3.05; No. 2 (white milled) \$2.50; 10 per cent. cargo milled; \$2.05. 20 per cent. white milled; \$1.97. per cwt., nett F. O. B.

HENRY ARTHUR JONES' new play "Rebellious Susan" has made a bit of a sensation. Needless to say it belongs to the modern school. Lady Susan is a very new woman, of the shallow type but with gleams of a better nature. She doesn't love; but she has a lover—mostly out of spite, to show her unfaithful husband that she can "pay him back in his own coin." And that is the following scene of dialogue between the heroine and two of her special cronies, Lady Darby and Lady D.: "A trades-union of our sex? My dear, seven-eighths of us are natural blacklegs to start with."

Lady D.: "I should give him a good sound talking. I should make his life a misery to him for a fortnight; then I should never mention the matter again."

Lady S. (enraged laugh): "Ha, ha! Ha, ha!" (To Jones): "And what would you advise me to do?"

Jones: "Well, I shouldn't nag at him. I should be utterly broken-hearted and mutely reproachful. I should look more intensely interesting, and a little paler, and wear prettier frocks, and give him a better dinner each evening, and when he had begged forgiveness for a long while I should find it in my heart to forgive him."

Lady S. (burst of ironic laughter): "Ah! that's it! We are each striving to ourselves. If we could only bind ourselves together—"

Lady D.: "A trades-union of our sex? My dear, seven-eighths of us are natural blacklegs to start with."

Lady S.: "Yes, and that's why men are spilt. It's our cowardice and weakness and falsehood that makes them such brutes."

Lady D.: "They are brutes!"

Jones: "Yes; but that's God's fault more than woman's."

Lady D.: "I don't know whose fault it is, but there's no denying they are brutes."

Jones (slight): "I'm afraid they are; but I don't see what to do except take them as we find them, and make the best of them."

THE SHAKUWAN MURDER.

At the Magistrate's Court this morning, Mr. H. E. Woodhouse, Coroner, concluded the inquiry into the circumstances attending the death of Wong Mui Chai, an old boat-woman, who was murdered in a sampan near Shau-ki-wan on the 31st inst. by some unknown persons in an unusually fiendish manner, and for the sake of possessing themselves of the few valuables she possessed, valued at \$30.

The following evidence was led to-day:-
Dr. J. Canille stated that at 5 p.m. on the 31st December he held a post mortem examination on the body of a Chinese female about 50 years of age. There were scars on the left side of the mouth, and a quantity of blood oozing from the mouth. The lungs were in a state of emphysema, as if they had been some obstruction to breathing. The heart was empty, which always occurs in a case of syncope. The other organs were sound. He was of opinion that death was occasioned by the process of syncope.

Inspector Mann said it was supposed deceased had \$15 in money on board the boat when the murder took place. At the time she was wearing a pair of jade-stone bangles worth \$5. Neither the money or bangles were in the boat when he examined it. The boat appeared to have drifted on to the beach. There were no foot-prints near the boat.

The Coroner returned a finding of "wilful murder committed by some person or persons unknown."

NORTH BORNEO NOTES.

(FROM OUR OWN CORRESPONDENT.)

SANDAKAN, December 27th.

Chinese coolies are flowing into the colony pretty freely just now, and are badly needed. One hundred and sixty-four arrived on the *Minister* a few days ago, but the new arrivals followed by very many more for the reason that the salable natives of Far Cathay are not easily procured, very large numbers of them having been "pressed" for service in the army. Coffee prospects are all that can be desired. The plants are fine, the leaves a dark green, and the bright yellow down with heavy loads of

berries in all stages of development, while others, again, are covered with fragrant blossoms which fill the hearts of those in the swim with unbounded joy and unlimited confidence in the future of Borneo as an important coffee-producing country. Coffee has recently advanced \$5.50 per picul at Singapore, which completely eclipses all previous figures and holds out the promise of handsome profits to the growers, as it is to produce it here at as low as \$16 per picul.

Our native (*Dusun*) *candi* is now being practically experimented with at various paces, and there is reason to believe that before very long it will form one of our staple exports, as it is only an eight months' crop of cotton flourishes here amazingly. It is already in great demand in Japan, and if one or two big cotton spinning mills were started in South China or in Hongkong, there can be little doubt that the shareholders would find it to their advantage to grow cotton here on a large, if not gigantic, scale.

The West Coast "war," which was said to be a very serious affair, has practically fizzled. Our gallant warriors are not even "putting" blood-thirsty Dyaks and gaint and savage Padas are indulging in the pleasant pastime of snipe shooting on our race-course. They have cornered the enemy in one act, and are now enjoying a well earned rest.

The good steamship *Tessa*, with our old friend Captain St. Iker in command, called in here a few days ago en route to the Moluccas. The round trip by her from Sandakan to the Celebes would be a pleasant voyage for some of your weary and worn and overworked citizens, as she is fully half her time in some port, and the sea voyage is in regions where neither mother nor dith corrupt, but where the sun abounds in the firmament almost continuously.

Christmas and New Year festivities are now in full swing. A big Masonic Ball is billed for to-morrow in the Club reading-room, which has been exquisitely decorated for the occasion by

The Share Market.

THE SHARE MARKET.

LATEST QUOTATIONS.

BANKS.
 Hongkong and Shanghai Bank.—112 per cent. sales and buyers.
 The National Bank of China, Ltd.—on £80.00 paid up.—£20, sellers.
 The National Bank of China, Ltd.—Founders' shares, nominal.
 The Bank of China, Japan & the Straits, Ltd.—nominal.
 The Bank of China, Japan & the Straits, Ltd.—Founders' shares.—£5, buyers.

CHINESE LOANS.
 Chinese Imperial Loan of 1886 E.—11 per cent. premium.

MARINE INSURANCES.
 Union Insurance Society of Canton.—\$127 per share, buyers.
 China Traders Insurance Company.—\$60 per share, sales.
 North China Insurance.—£12, 200 per share, buyers.
 Canton Insurance Company, Limited.—\$148 per share, buyers.
 Yangtze Insurance Association.—\$75, buyers.
 On Tai Insurance Company, Limited.—£12, 15 per share, nominal.
 The Straits Insurance Co., Ltd.—\$25 per share, sales and sellers.

FIRE INSURANCES.
 Hongkong Fire Insurance Company.—\$175 per share, buyers.
 China Fire Insurance Company.—\$75 per share, sales and buyers.
 The Straits Fire Insurance Co., Ltd.—\$2 per share, sellers.

SHIPPING.
 Hongkong, Canton, and Macao Steamboat Co.—\$67 per share, sales.
 China and Manila Steam Ship Company.—\$66, sellers.
 Indo-China Steam Navigation Company, Limited.—\$39, sellers.
 Douglas Steamship Company.—\$52, buyers.
 China Mutual Shippers' Co., Ltd.—(Preference)—\$67 per share, nominal.
 China Mutual Shippers' Co., Ltd.—(Ordinary)—\$1 per share, nominal.

REFINERIES.
 China Sugar Refining Company, Limited.—\$137 per share, sellers.
 Luen-Sing Refining Company, Limited.—\$48, sellers.

MINING.
 Pungon Mining Co.—(Ordinary)—\$8 per share, sales.
 Pungon Mining Co.—(Preference)—\$2 per share, sales and buyers.
 The New Pungon Mining Co., Limited.—\$5 per share, sales and buyers.
 Socio-Mining and Charbonnages du Tonkin.—\$75 per share, sales and buyers.
 The Pungon Mining and Trading Co., Limited.—\$1 per share, nominal.

DOCKS, WHARVES AND GODOWNS.
 Hongkong and Whampoa Dock Company.—82 per cent. preference, buyers.
 Godown and Whampoa Dock, Limited.—\$17 per share, sales.

HOTELS.
 Hongkong Hotel Company.—\$9 per share, buyers.
 The Hongkong Hotel Co., Ltd.—nominal.

LAND AND BUILDING.
 The Hongkong Land Investment Co., Limited.—\$1 per share, sales.
 The Hongkong Land Investment Co., Limited.—\$1 per share, sales.
 The Hongkong Land Investment Co., Limited.—\$1 per share, sales.

DISPENSARIES.
 A. S. Watson & Co., Limited.—\$9.75, sellers.
 D. K. Watson & Co., Limited.—\$1 per share, buyers.

MISCELLANEOUS.
 Hongkong Dairy Farm Co., Limited.—\$4 per share, buyers.
 H. C. Brown & Co., Limited.—\$21 per share, buyers.
 Hongkong Rope Manufacturing Company, Limited.—\$120 per share, sellers.
 Hongkong Ice Company.—\$125 per share, buyers.
 Hongkong Ice Company.—\$125 per share, buyers.
 Hongkong and China Bakery Company, Limited.—\$10 per share, sellers.
 The Hongkong Brick and Cement Co., Limited.—\$3 per share, sellers.
 The Green Island Cement Co.—\$4, sellers.
 The Hongkong Electric Light Co., Limited.—\$4, buyers.
 The Hongkong High-Level Tramway Co., Limited.—\$70, buyers.
 Campbell, Moore & Co., Ltd.—\$2 per share.

ON LONDON.—Bank, T. T. 2/0
 Bank Bills, on demand 2/0
 Bank Bills, at 4 months' sight 2/0
 Credits at 4 months' sight 2/0
 Documentary Bills, at 4 months' sight 2/0
ON PARIS.—
 Bank Bills, on demand 2/52
 Credits, at 4 months' sight 2/52
ON INDIA.—
 T. T. 187
ON SHANGHAI.—
 Bank, T. T. 73
 Private, 30 days' sight 74
 Sovereigns (Bank's buying rate). \$9.75
 Silver (per oz.) 277 1/2

MAILS EXPECTED.

THE FRENCH MAIL.
 The Messageries Maritimes Co.'s steamer *Malbourn*, with mails, &c., from San Francisco on the 13th ultimo, left Yokohama on the 14th instant at daylight, and may be expected here on the 11th.

THE AMERICAN MAIL.
 The P. M. S. S. Co.'s steamer *City of Rio de Janeiro*, with mails, &c., from San Francisco on the 13th ultimo, left Yokohama on the 14th instant at daylight, and may be expected here on the 10th.

NORTHERN PACIFIC MAIL.
 The Northern Pacific Steamship Co.'s steamer *Victoria* left Tacoma on the 12th ultimo for Japan and Hongkong.

THE INDIAN MAIL.
 The Indo-China S. N. Co.'s steamer *Choyang*, from Calcutta, left Singapore on the 1st instant, and may be expected here on the 7th.

THE AUSTRALIAN MAIL.
 The E. & A. Steamship Co.'s steamer *Guthrie*, from Australia, left Port Darwin via Timor, on the 2nd instant, and may be expected here on the 13th.

STEAMERS EXPECTED.
 The *Glen* will leave Singapore from London, left Singapore on the 10th ultimo, and may be expected here to-morrow.

The steamer *Asamor* left Koh on the 31st ultimo, and may be expected on the 6th instant. The steamer *Tenasserim* left Singapore on the 7th instant, and may be expected here on the 7th.

The P. & O. S. N. Co.'s steamer *Ceylon*, from London, left Bombay on the 22nd ultimo, and may be expected here on the 9th instant.

The Ocean Steamship Co.'s steamer *Tenar* left Singapore on the 2nd instant, and may be expected here on the 6th.

VISITORS AT THE HONGKONG HOTEL.

Mr. and Mrs. A. M. Mr. R. F. Lamb. Mr. L. J. Bennett. Mr. A. R. W. Lewis. Mr. H. S. Bishop. Mr. H. H. MacCallum. Mr. E. S. Bishop. Mr. W. Mathews. Mr. D. Brough. Mr. J. McWilliams. Mr. Brown. Mr. T. Mitchell. Mr. A. C. Carter. Mr. J. de Navaro. Mr. V. H. Deacon. Mr. W. Palmieri. Miss M. D'Arc. Miss Patten. Miss E. D'Arc. Mr. W. Parfitt. Miss N. D'Arc. Mr. C. Parsons. Mr. W. E. Patten. Mr. C. P. Patten. Mr. L. D. Phillips. Rev. S. A. Bayle, M.A. Mr. W. W. Pierce. Mr. J. Boyer. Mr. F. E. Plummer. Mr. Bradley. Mr. and Mrs. H. Procter. Mr. W. Bradley. Mr. R. Procter. Mr. W. F. Carter. Mr. W. Procter. Mr. E. C. Clitherow. Mr. W. Robinson. Capt. and Mrs. Combe. Mr. H. W. Rolfe. Mr. F. Dallas. Mr. A. Sechi. Mr. R. H. Douglas. Mr. F. E. Shean. Miss N. Drum. Miss Smith. Mr. W. A. Duff. Mr. H. W. Smith. Mr. C. N. Edison. Mr. A. B. Shottow. Mr. G. Fenwick. Mr. Louis Spittel. Dr. D. Galva. H. E. Phya Surasak. Mr. F. Gonzales. Mr. P. Surhaus. Miss M. A. Greene. Mr. W. Tarn. Captain J. Hall. Mr. H. A. S. Thompson. Mr. J. Hansen. Mr. W. von Uff. Mr. C. H. S. Harris. Mr. C. Urzicker. Mr. L. L. Holden. Mr. and Mrs. Whitley. Mr. W. B. Jones. Miss M. Whitley. Mrs. St. John. Mr. R. Williams. Mr. L. Kinghorn. Mr. R. H. Wilson. Mr. J. Kirkwood. Miss Young.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. M. G. Allen. Mr. M. J. G. Buckle. Mr. J. A. E. Chaudet. Miss C. E. Coe. Mr. J. C. Combia. Mr. R. P. Dipole. Mr. J. P. Dowling. Mr. D. Farquharson. Mr. W. S. Harrison. Mr. Geo. Holmes. Mrs. J. E. Macrae. Mr. M. J. G. Buckle. Mr. J. A. E. Chaudet. Miss C. E. Coe. Mr. J. C. Combia. Mr. R. P. Dipole. Mr. J. P. Dowling. Mr. D. Farquharson. Mr. W. S. Harrison. Mr. Geo. Holmes. Mrs. J. E. Macrae.

SHIPPING.

ARRIVALS.
 DONAR, German steamer, 1,015, B. Grundmann, 3rd January, Saigon 29th Dec. Rice.—Tung Kee.
 TAIWAN, British steamer, 1,109, J. Blackburn, 3rd Jan., Chinkiang 20th Dec. Rice.—Bunfield & Swire.
 ASIAN, British steamer, 1,611, T. Leigh, 4th Jan., Moji 30th December, General.—P. & O. S. N. Co.
 WUOTAN, German steamer, 1,715, A. Ott, 4th Jan., Moji 28th December, Coals.—Laufer, Wegener & Co.
 HOIHOW, British steamer, 896, Salls, 4th Jan., Canton 4th January, General.—Butterfield & Swire.
 KUTSANG, British str., 1,495, Anderson, 4th Jan., Chinkiang 1st Dec. General.—Jardine, Matheson & Co.
 CHEANG HYE TENG, British steamer, 923, Scott, 4th Jan., Penang 22nd Dec., and Singapore 27th, General.—Bun Hin Hong.
 DEWAWONGSA, British str., 1,057, W. Perkins, 4th Jan., Bangkok 30th Dec., General.—Yuen Fat Hong.
 FREIS, Dutch steamer, 397, C. L. Strand, 4th Jan., Pakhal 31st Dec. General.—Hewitt and Jan. General.—Arnold, Karberg & Co.
 AGAMMON, British steamer, 1,491, Stevens, 4th Jan., Foochow 2nd January, General.—Butterfield & Swire.
 MEMNON, British steamer, 925, B. Branch, 4th Jan., Sandakan 29th Dec. Timber.—Butterfield & Swire.
 CANTON, British steamer, 1,110, Sells, 4th Jan., Canton 4th January, General.—Jardine, Matheson & Co.
 FUSHUN, British steamer, 1,504, W. H. Lunt, 4th Jan., Canton 4th January, General.—C. M. S. N. Co.
 CONTINENTAL, Dutch steamer, 673, C. Schall, 4th Jan., Amoy and January, General.—Wiel & Co.

CLEARANCES AT THE HARBOUR OFFICE.
 Tulehu, American schooner, for Caroline Island.
 Hanol, French steamer, for Hoihow.
 Oba, British steamer, for Karsu.
 Monmouthshire, British str., for Amoy.
 Cheang Hye Teng, British str., for Amoy.
 Chydra, British steamer, for Singapore.
 Agammon, British steamer, for Singapore.

DEPARTURES.
 January 4, *Teyi*, German str., for Shanghai.
 January 4, *Tamut*, British str., for Swatow.
 January 4, *Pakham*, British str., for Swatow.
 January 4, *Chydra*, British str., for Singapore and Calcutta.
 January 4, *Hoihow*, British str., for Shanghai.
 January 4, *Glimariny*, British steamer, for Singapore.
 January 4, *Verona*, British str., for Nagasaki.
 January 4, *Arroya*, British str., for Shanghai.
 January 4, *Strait of Dover*, British str., for Moji.
 January 4, *Tachlow*, British steamer, for New York.

PASSENGERS—ARRIVED.
 Per *Cheang Hye Teng*, from Penang, &c.—373 Chinese.
 Per *Freis*, from Pakhal, &c.—73 Chinese.
 Per *Donar*, from Saigon.—50 Chinese.
 Per *Taiwan*, from Chinkiang.—11 Chinese.
 Per *Memnon*, from Sandakan.—Messrs. Goldsmith, Korzki, Wilson, and 20 Chinese.

DEPARTED.
 Per *Verona*, from Hongkong for Yokohama.—Surgeon-Captain J. W. Wolfe, Messrs. Philip Camperio and E. Jerome Dyer. For Kobe.—Mr. A. Apar. From London for Kobe.—Master J. C. Atell. From London for Yokohama.—Messrs. Dodds and child, Messrs. A. S. Harper and Yobberg. From Singapore.—Mr. and Mrs. Hooper, and Hon. W. C. Brown.

REPORTS.
 The British steamer *Memnon* left Sandakan on the 29th ultimo, and had fine weather with light and moderate monsoon throughout.

The British steamship *Taiwan* left Chinkiang on the 30th ultimo, and had moderate north-east monsoon and dull gloomy weather throughout.

The British steamship *Katsang* left Chinkiang on the 31st ultimo, and had moderate north-east monsoon with dull, overcast weather and following sea.

The German steamship *Donar* left Saigon on the 30th ultimo. To Cape Varella had strong breeze and heavy swell; thence to Hongkong experienced moderate weather.

Post Office.

A MAIL WILL CLOSE—
 For Hongkong.—For Hongkong to-morrow, the 5th instant, at 7.30 A.M.
 For Shanghai.—For Peking to-morrow, the 5th instant, at 11.30 A.M.
 For Swatow and Shanghai.—For Canton to-morrow, the 5th instant, at 2.30 P.M.
 For Swatow, Singapore, and Bangkok.—For Peking to-morrow, the 5th instant, at 5 P.M.
 For Swatow, Amoy & Foochow.—For Hainan to-morrow, the 5th instant, at 5 P.M.
 For Singapore and New York.—For Australia on Monday, the 7th instant, at 2.30 P.M.
 For Swatow and Calcutta.—For Lightning on Tuesday, the 8th instant, at 2.30 P.M.
 For Kobe and Yokohama.—For Amoy on Tuesday, the 8th instant, at 5 P.M.
 For Nagasaki, Kobe, Yokohama and San Francisco.—For Oceanic on Tuesday, the 8th instant, at 5 P.M.

SHIPPING IN HONGKONG.

STRAMERS.
 BORMIDA, Italian steamer, 1,495, De N. Emilio, 25th Dec., Bombay 8th Dec., and Singapore 20th, General.—Carroll & Co.
 BYGONE, Norwegian steamer, 771, C. Brekke, 21st Dec., Canton 31st Dec., General.—Wiel & Co.
 CASS, Chinese steamer, 705, M. Gense, 14th December.—Pescadore 13th December.—Order.

EMPEROR OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 2nd Jan., Vancouver 15th Dec., Yokohama 27th, Kobe 28th, and Shanghai 31st, Mails and General.—C. P. R. Co.
 FAME, British steamer, 177, Captain Stopan, Hongkong and Whampoa Dock Co.'s tug.

HAIYAN, British steamer, 1,184, F. D. Goddard, 3rd Jan., Foochow 30th Dec., Amoy 1st Jan., and Swatow 2nd, General.—D. Laprak & Co.
 HANOL, French steamer, 732, T. V. Chodko, 27th December.—Halpohg 25th Dec., General.—A. R. Marty.

LIOWING, British steamer, 1,124, K. H. Sundberg, 1st Jan., Calcutta 15th Dec., and Singapore 21st, Opium and General.—D. Samson, Sons & Co.
 MACHIEW, British steamer, 995, Geo. Andersen, 3rd Dec., Bangkok 23rd Dec., and Anglin 24th, General.—Yuen Fat Hong.

MICHAEL JENSEN, German steamer, 710, H. Schallier, 20th Dec., Karo 27th, W. A. Evans, 2nd Jan., London, and Singapore 26th Dec., General.—Doddwell, Carll & Co.
 NAMOA, British steamer, 862, H. C. A. Harris, 28th December.—Foochow 15th Dec., Amoy 20th, and Swatow 27th, General.—D. Laprak & Co.

HONGKONG, French steamer, 738, C. Bastran, 2nd Jan., Halpohg 20th Dec., and Hoihow 1st Jan., General.—A. R. Marty.
 MATHILDE, German steamer, 600, P. Wood, 3rd January.—Quinhon 28th December, and Tourn 31st, General.—Stemmen & Co.

OBEL, British steamer, 1,951, J. H. Clark, 28th Dec., Moji 23rd Dec., Coals.—Arnold, Karberg & Co.
 OCEANIC, British steamer, 3,801, Wm. M. Smith, R.N.R., and Jan.—San Francisco 4th Dec., Honolulu 12th, Yokohama 25th, and Nagasaki 29th, Mails and General.—O. & O. S. Co.

OSONO, British steamer, 1,121, W. Hancock, 24th Dec., Otaru (Japan), 20th Dec., Coals.—Doddwell, Carll & Co.
 PROGRESS, German steamer, 687, J. Jensen, 3rd Jan.—Honkoku 30th Dec., Salt.—Stemmen & Co.

SIAM, British steamer, 932, J. F. Messer, 3rd January.—Bangkok 26th Dec. Rice and General.—Bradley & Co.
 SIXTH, British steamer, 1,735, James Rowley, 27th Dec., Tacoma 23rd Nov., Yokohama 13th, Kobe 18th, and Moji 20th, General.—Doddwell Carll & Co.

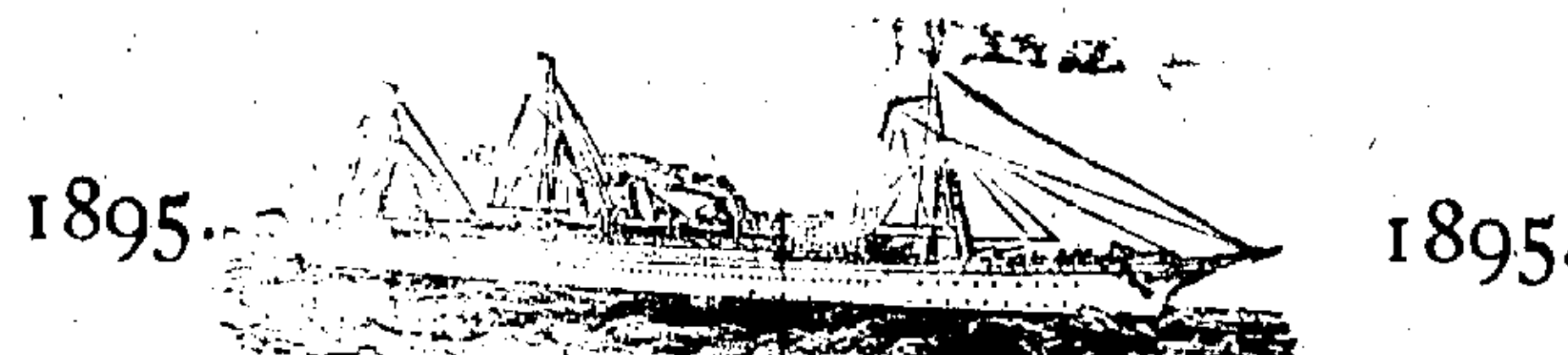
STRAITS OF DOVER, British steamer, 1,004, Ed. Holliday, 30th Dec.—Moji 24th Dec., Coals.—Carroll & Co.
 TAICHOOW, British str., 864, H. Deane, 30th December.—Bangkok, and Anglin 21st Dec., General.—Yuen Fat Hong.

TAIWAN, British steamer, 1,450, R. Nelson, 30th Dec., Sydney, and Port Darwin 20th Dec., General.—Butterfield & Swire.
 ZAPHO, British steamer, 694, A. W. R. Cobban, 21st Nov.—Manila 20th Nov., General.—Shevan & Co.

SAILED VESSELS.
 BAYARD, British bark, 1,319, W. Richards, 7th Dec.—Kobe 29th Nov., Ballast.—Wiel & Co.
 BERLIN, American ship, 1,552, F. D. Whitmore, 3rd Jan.—Shanghai 29th Dec., General.—Carroll & Co.

COLOMA, American bark, 820, C. H. Naper, 24th Dec.—Portland 8th October, and Honolulu 20th, Timber.—Mr. Wm.
 E. R. WOOD, British bark, 405, J. Hansen, 21st Dec.—Amoy 10th December, General.—Order.
 GEORGETTA, American bark, 435, Keston, 18th Dec.—Shanghai 27th December, Ballast.—Wiel & Co.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
 THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
 Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
 EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 23rd January, '95.
 EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 20th February, '95.
 EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 20th March, '95.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to
 Hongkong, 27th December, 1894.
 D. E. BROWN, General Agent, Pedder's Street.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
 City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea & Yokohama) Wednesday, 16th Jan., at Daylight.
 City of Peking (via Nagasaki, Kobe, Inland Sea & Yokohama) Wednesday, 6th Feb., at Daylight.
 China (via Nagasaki, Kobe, Inland Sea & Yokohama) Wednesday, 20th Feb., at Daylight.

THE U. S. Mail Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA on WEDNESDAY, the 16th Jan., at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.
 Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services to European Officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
 Freight will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full & value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
 For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM Acting Agent.
 Hongkong, 20th December, 1894.

F. BLACKHEAD & CO.,
 SHIPCHANDLERS, SAILMAKERS,
 LOCAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
 AND GENERAL COMMISSION AGENTS,
 PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR
 HARTMANN'S RAHTIEN'S GENUINE
 COMPOSITION RED HAND BRAND.
 HARTMANN'S GREY PAINT.
 DAINLEYS PATENT MOTOR LAUNCHES
 &c., &c.

EVERY KIND OF
 SHIPS STORES AND REQUISITES
 ALWAYS IN STOCK
 AT
 REASONABLE PRICES.
 Hongkong, 14th July, 1895.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
 Oceania (via Nagasaki, Kobe, Inland Sea & Yokohama) Wednesday, 6th Jan., at Daylight.
 Galle (via Nagasaki, Kobe, Inland Sea & Yokohama) Saturday, 26th Jan., at Daylight.
 Belgic (via Nagasaki, Kobe, Inland Sea & Yokohama) Wednesday, 27th Feb., at Daylight.

THE Steamship "OCEANIC" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 6th January, at Daylight. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.
 Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
 Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Freight & Passage, apply to the Agency of the Company, No. 7, Praya Central.
 C. L. GORHAM, Acting Agent.
 Hongkong, 19th December, 1894.

NOTICE.
 JEVES'S SANITARY COMPOUNDS COMPANY, LIMITED.
 JEVES'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit architects, at Wholesale Prices. Extra Special terms for Shipping and Large Orders.
 Mr. ROBERT RAWLINSON, C.B., C.E., Civil Sanitary Engineer, Local Government Board, London, 1895.
 "It is the best Disinfectant in use."
 W. G. HUMPHREYS & Co.,
 25, Abchurch Lane, London, E.C. 4.

Hongkong, 10th June, 1895.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)
 Victoria Tuesday January 22nd.
 Tacoma Tuesday February 26th.
 Sisk Tuesday March 10th.
 Victoria Tuesday April 9th.

THE Steamship "VICTORIA,"
 Certain J. Panten, R.N.R., sailing at 1 P.M., on TUESDAY, the 22nd January, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE & YOKOHAMA. Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.
 Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.
 For further information as to Passage or Freight, apply to
 DODD, CARLILL & Co.,
 Agents.
 Hongkong, 3rd January, 1895.

For Sale.
 WILL SHORTLY BE READY.

FOURTEENTH ISSUE.
 "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" FOR 1895.

THIS Valuable Work, with many NEW ADDITIONS and IMPROVEMENTS, WILL SHORTLY BE READY.

Orders for Copies of THE "HONGKONG DIRECTORY" may be sent to the following Agents:—
 HONGKONG.—Mr. W. Brewer.
 " Messrs. F. Blackhead & Co.
 " Messrs. Heurmann, Herbst & Co.
 " Messrs. Kelly & Walsh, Limited.
 " Messrs. Lane, Crawford & Co.
 " The Hongkong Trading Co.
 " Man Yik Tong, Hollywood Road.
 MACAO.—Mr. A. A. de Mello.
 AMOY and FORMOSA.—Messrs. N. Moalle & Co., Ltd.
 FOCHOW.—Mr. H. W. Churchill.
 SHANGHAI & NORTHERN PORTS.—Messrs. Kelly & Walsh, Limited, Shanghai.
 JAPAN.—Messrs. Kelly & Walsh, Limited, Yokohama.
 BANGKOK.—The "Bangkok Times" Office.
 SINGAPORE.—Messrs. Kelly & Walsh, Limited.
 PARIS and LONDON.—Messrs. Amédée Prince & Co.

or to
 "THE HONGKONG TELEGRAPH" Office, Pedder's Hill, Hongkong, 18th December 1894.

NOTICE.
 THE "BOKHARA" DISASTER.
 A FULL DESCRIPTIVE REPORT of the "BOKHARA" DISASTER.

With all Particulars, Reports of Interviews with SURVIVORS, the Cruise of the *Thalys*, official reports of the Chief Officer, the *Ancona*, and H.M.S. *Porpoise*, the MARINE COURT OF INQUIRY and its FINDING, experiences of other Steamers in the same Typhoon, the *Normand* disaster, &c., &c.
 (All carefully Revised and Edited).

THIS IS THE ONLY COMPLETE REPORT OF THE DISASTER.
 PRICE FIFTY CENTS.
 Orders should be sent to
 THE MANAGER
 Hongkong Telegraph Office, Pedder's Hill, Hongkong, 26th October, 1894.

FOR SALE.
 THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHEUNG," AS TAKEN LIE AT ABERDEEN DOCK.